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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

INFORMATION REPORT

CD NO.

25X1

COUNTRY Germany (Soviet Zone)

DATE DISTR. 10 August 1951

SUBJECT Wittstock Airfield

NO. OF PAGES 3

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1. Two hundred Soviet tank troops, mostly from Mirow (N 54/  
U 33), arrived at the Wittstock (N 54/U 11) airfield between  
3 and 25 April 1950. No changes occurred among the officers  
at the field. The field headquarters [redacted]

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[redacted] was stamped on the passes issued by the field  
kommandatura to the workers at the field. (1) Lieutenant  
Colonel Arimski (fnu), an engineer of the air force staff,  
traveled continually on inspections. (2)

2. Two biplanes landed at the field on 5 April 1950. They were  
parked in a hangar. There were landings by a twin-engine  
plane on 13 April 1950 and a biplane on 19 April 1950. No  
training flights were made at the field. [redacted]

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3. Two hundred more German workers were employed at the field.  
Half of the excavation work for the E-W runway was completed,  
but filling or concrete work was not started. (3) Soviet  
soldiers were laying a cable in a ditch which was about  
80 cm deep, and ran at a right angle to the runway. A revolv-  
ing searchlight, set up on the eastern edge of the field, was  
in operation at irregular intervals.

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4. It was rumored in Wittstock that Volkspolizei were to arrive at the field for training. (4)
5. Two radar sets were seen at the field on 16 April 1950. The mast was 15 meters high and there were nine dipoles on both the upper and lower supporting frames. These frames were each 6 meters long and 5 meters apart. Two dipoles fitted at each ear (sic). The dimensions were estimated from a distance of about 100 meters by comparison with the men working on the mast. On 27 April 1950 the two radar sets were still on the two hills south of the field. It was noticed that the sets began operating when three single-engine planes flew over the field at an altitude of about 2,000 meters. The sets rotated on their vertical axis about 180 degrees, their dipoles constantly pointing at the planes. It was not noticed that the sets rotated on the horizontal axis. The rotation around the vertical axis was apparently done automatically. (5)
6. Most of the soldiers at the field wore black-bordered, blue epaulets, but some wore black, violet and red-bordered, green epaulets. Trucks [ ] loaded with broken stones and ambulance [ ] were seen at the field.
7. Twenty railroad cars, loaded with sand, and 10 cars, loaded with small blue-gray crushed stones, were standing on the railroad spur track. Large piles of crushed stone were beside the rails. The railroad cars had the inscription: "Railroad spur track Gross-Hasslow (N 54/U 21) airfield." Tractors and dredgers were in operation on the landing field. An E-W strip, apparently for a runway, was being excavated starting from the east. The entire landing field was being plowed and graded. (3)
8. In addition to air force officers and soldiers, soldiers wearing red-bordered black epaulets were also seen on the road to the field. Some of the latter had tank insignia, others artillery insignia or signal communication insignia.
9. A biplane was standing in front of the hangar on 5 May 1950. Ten soldiers wearing fatigues readjusted the guy-lines of one of the two radar sets which were alike. One of the sets rotated about 45 degrees. It rotated by 180 degrees to the east when the noise of aircraft engines was heard from the east and turned to its initial position after the noise disappeared. (6) The rotation lasted about 25 seconds. The dipoles on the upper and lower supporting frames, and at the ears were fitted at equal distances. The supporting frames where the ears were fitted were of the same length as the upper and lower dipole supports.
10. The eastern section of the runway, 40 x about 300 meters, from the railroad spur track to the limestone plant, was completed except for the crushed stone and cement layers. The western end of the runway could not be identified. A taxiway leading to the hangars was apparently under construction south of the

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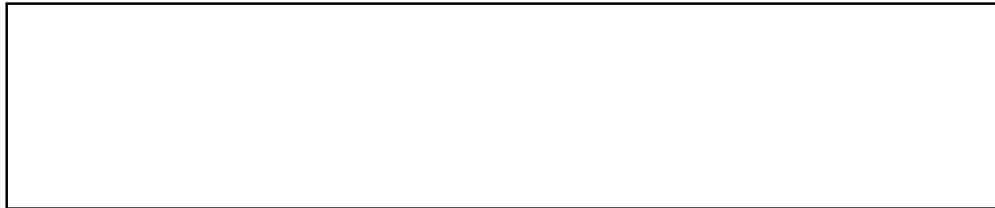
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eastern end of the runway. Rolling was being done in the northern section of the field. A narrow-gauge railway at the field still hauled dirt from the western section of the field to the east. (3)

11. Two wooden cabins, each surrounded by four braced radio masts, were seen on the northern perimeter of Wittstock, about 100 meters south of the road to Biesen (N 54/U 12). The masts, about 10 meters high, were from 8 to 10 meters apart. A rubber cable led to the Red Mill Inn, occupied by Soviets. (7) Four interconnected antenna rods, each about 3 meters high, were on top of the inn. (8)

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- (2) Lieutenant Colonel Grinski was previously reported [redacted] 25X1  
[redacted]. He reportedly had the supervision of the construction work at the field.
- (3) The construction work on the landing field was confirmed [redacted] 25X1  
[redacted]. The scheduled date for completion of the runway is not known.
- (4) The information that Volkspolizei are to be trained at the field, has not been confirmed.
- (5) The information on the radar sets indicates that the sets are probably used for the control of fighters. No details on the internal construction, the performance or the frequency of the sets are available. For location and sketch of radar set, see Annex 1.
- (6) For sketch of movement of sets, seen at the hangar, see Annex 2.
- (7) For locations see Annex 3.
- (8) No air unit is stationed at the field.

3 Annexes: Wittstock Airfield (1)  
Radar Set in Front of A Hangar at Wittstock  
Airfield (2)  
Location Sketch of Radio Station (3)

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